

Hongkong Daily Press.

ESTABLISHED 1857.

PRINTING OF ALL KINDS at the most moderate prices.
THE DAILY PRESS' OFFICE
All proofs are sent and all work superintended by Englishtown. Always equal and generally superior to that done anywhere else. Estimates given.

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NO. 12,032.

號二十三卷二萬四千

日一月初八年二十二

HONGKONG, MONDAY, SEPTEMBER 7, 1896.

一月

九月九日一千八百九十六年

PRICE \$24 PER MONTH.

NEW ADVERTISEMENTS.

IN THE SUPERIOR COURT OF HONGKONG.
IN BANKRUPTCY.
No. 2 of 1895.

NOTICE.

IN THE MATTER OF LAM PAK HUNG, LATSHI CARPENTER OF BUSINESS AT NO. 12, MONG KEE STREET, UNDER THE SIGN OF CHING YUEN FIRM.

A FINAL DIVIDEND of 4 per cent. has been declared and is payable on application at the Office of the Official Receiver on and after WEDNESDAY, the 9th SEPTEMBER next.

ARATHON SETH, Trustee.

Official Receiver's Office, Hongkong, 4th September, 1896. (2048)

KELLY & WALSH, LIMITED.

BOOKS RELATING TO SPORT LETTERS to Young Shooters, by Sir Ralph Payne-Gallwey, 2 vols. \$11.00

Wade's With Boat and Gun in the Yangtze Valley. 7.50

Wade's Shooting Map of the Country round Shanghai. 5.00

Guo, Rod, and Saddle, by Parker Gilmore. 1.50

Dixon Kemp's Manual of Yacht and Boat. 13.00

English's Navigation for Yachtmen. 5.50

Fitzgerald's Hints on Boat Racing and Sailing. 1.50

Kennedy's Sporting Sketches in South America. 3.00

William's Day's Reminiscences of the Turf. 1.00

The Game—(Fun and Feather Series). 3.00

Miller's Big Book—(46 illustrations). 7.50

Capt. Hayes' Riding on the Flat and across Country. 5.50

Capt. Hayes' Amoy and Horses. 9.00

Capt. Hayes' Soundass and Ago of Horses. 5.00

Capt. Hayes' Training and Horse Management in India. 5.00

Capt. Hayes' Dogs for Hot Climates. 4.50

O'Donnell's Riding on the Flat and across Country. 5.25

The Dogman's Book on Badminton, Croquet, Tennis, and Falconry. 5.00

Thompson, Croquet, Tennis, and Dances. 5.00

Taunay's Boating, Driving, Dancing, Boating, Tennis, and Racquets. 5.00

Fishing, Big Game Shooting. 5.00

KELLY & WALSH, LTD. (23)

FOR SALE.

WOOD'S FINEST VICTORIAN TABLE BUTTER (COW BRAND)

FRESH SUPPLIES FOR S. TSIAN.

Geo. D. LAMBERT, Sole Agent for Hongkong, China, and Philippines.

Hongkong, 7th September, 1896. (2053)

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"TAIWAN."

Captain Vaughan, will be despatched at shore

TO-DAY, the 7th inst., at 3 P.M.

For Freight or Passage apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 7th September, 1896. (2051)

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"HAIMUN."

Captain Bathurst, will be despatched for the

above Ports, TO-MORROW, the 8th inst., at Noon.

For Freight or Passage apply to

DOUGLAS LAMPFAK & CO.

General Managers.

Hongkong, 7th September, 1896. (2052)

NOTICE TO CONSIGNEES.

THE P. & O. S. Co. Steamship

"CHILLA."

FROM BOMBAY, COLOMBO, AND SOUTHERN CHINA.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel is on cargo—

From London, C. & S. Vulture.

From Australia, ex ss. Ballarat.

From Calcutta, ex ss. Chivas.

From Persian Gulf, ex B.I.S.N. Co. & Bombay Persian S.N. Co. steamers.

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. Two days' notice will be given.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be received.

H. A. RITCHIE, Superintendent.

Hongkong, 5th September, 1896. (2055)

NOTICE OF FIRM.

NOTICE.

THE PARTNERSHIP heretofore existing

between J. Y. V. VERNON, and PAUL JORDAN, under the Name and Style of CHATER & VERNON, Share and General Brokers, has this Day been DISSOLVED by mutual consent.

All outstanding Transactions will be carried out in the joint names of the Undersigned.

J. Y. V. VERNON.

PAUL JORDAN.

Hongkong, 1st September, 1896. (2056)

With reference to the above, I shall continue the Business of SHARE and GENERAL BROKER, in my own name, from the date.

J. Y. V. VERNON.

Hongkong, 1st September, 1896. (2057)

With reference to the above, I shall continue the Business of SHARE and GENERAL BROKER, in my own name, from the date.

PAUL JORDAN.

Hongkong, 1st September, 1896. (2058)

AUCTION.

GOVERNMENT NOTIFICATION.

No. 333.

The following Particulars and Conditions

of Sale of CHINA LANDS PUBLIC

AUCTION, to be held on the Spot THIS DAY

(MONDAY), the 7th day of SEPTEMBER, 1896.

at 4 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 22nd August, 1896. (1993)

PARTICULARS OF THE LOT.

NOTES.

INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, STRAITS, &c., &c.

1896.

With which is incorporated
THE CHINA DIRECTORY.

This is the THIRTEEN-FOURTH ANNUAL ISSUE, and will be found to be equal to show the whole of the ports and cities of the Far East, from Pemang to Vladivostock, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the strict Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong, and the full amount allowed for Packages and Expenses whoa occurred in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 26th May, 1896.NOTICE TO CORRESPONDENTS
Our Correspondents will find the news columns that are to be addressed to THE EDITOR.

Correspondents are requested to send their communications addressed to the Editor, not to the General Manager, or to any of the staff. All letters of application should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of *Daily Press* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PHASE—A.B.C. Code. P.O. Box 50. Telephone No. 12.

The Daily Press.

HONGKONG, SEPTEMBER 7th, 1896.

The justice of agreeing to some increase in the Chinese tariff on imports has been generally conceded by foreign merchants. The tariff was originally fixed on a basis of five per cent. *ad valorem*, but since that time there have been great changes in prices, due in some measure to the fluctuations of gold and silver, but while prices have altered the duties are collected according to the tariff arranged thirty-eight years ago. It is only fair and reasonable, therefore, that a readjustment should be made in order to allow China to collect her full five per cent. *ad valorem* as originally intended, and perhaps a little more in return for increased trade facilities, but it is a case which calls for some care in the arrangement of the details. The crafty Li Hung-chang seems to have rather dizzled Europe and there appears to be some little danger of generous instincts being allowed to run away with reason. It devolves on the foreign merchants in China, and the Chambers of Commerce as their representative institutions, to guard against this. When the question was first mooted the claim for an increase in the tariff was based on the fact, or the assertion, that the duties collected no longer represented five per cent. as intended. The foreign merchants recognized that in so far as that was the case the Chinese Government had a legitimate grievance. "Thank you," says Li Hung-chang, "then let us make it ten per cent." meaning as it would, to double the *ad valorem* rate while at the same time increasing the valuation on which the duty is levied. The articles (of which there are, we believe, a few) that pay 22 per cent. on present market values would therefore have the duty quadrupled. But, on the other hand, if some articles pay less than five per cent, there are others that pay a good deal more. What is intended to be done with them? In 1889 there was issued from the Statistical Department of the Imperial Maritime Customs a voluminous work in two volumes giving a set of tables "showing the bearing of the Chinese Customs Tariff of 1858 on the Trade of 1856," which would command in the attention of those interested in this question. The tables would of course be more valuable if they were brought up to date, and perhaps before the question is finally disposed of the Customs may be good enough to issue a revised edition, but even as they stand the tables will remain very useful. At that time, while there were some articles that paid less than five per cent, there were others that paid from five

to fifteen per cent., the latter category including a good many piece goods. In considering a revision of the tariff, therefore, it is important to start with some clear understanding as to what is intended, whether it is merely a question of exchange compensation, so to speak, under which the duties below five per cent. shall be levied up, or whether an all round increase is to be given. If the latter, we would consult the Chambers of Commerce not to concede too much. In making bargains it is always well to keep something in hand for use in the future. A good deal might be conceded if it were certain that single payment would clear the goods throughout the country, but, whatever promises may be given, a grave doubt will remain whether squeezing will really be entirely abolished. Therefore, we would say, make a moderate concession to China in the amount of duty to be collected, to begin with, with a promise of further concessions as trade facilities are increased. China cannot fairly claim to be treated straight away as Japan has been treated in the matter of tariff revision. Let her first place herself on a level with Japan as regards honesty of administration and facilities for trade and then the foreign powers will no doubt be willing to treat her on the same terms as Japan, leaving the mistakes that have been made in the case of the latter owing to the negotiations being conducted secretly by people who had an imperfect understanding of the subject they were dealing with.

The telegraph is at last to be introduced into Hunan. The work of construction has already been commenced without exciting any opposition and it is anticipated that it will be completed without difficulty. In the proclamation by the Governor of the province, setting out the advantages of the new means of communication, a very strong argument is advanced. When the vine was visited by famine last winter and the sufferers were in the utmost distress and in urgent need of food and assistance, owing to the lack of funds in the provincial exchequer, it was necessary to send special messengers overland to Peking by telegraph to procure money to relieve the distress. The Chinese war several overtures have been made to Captain Lang to induce him to again undertake the work of reorganizing the Chinese Navy. Captain Lang occupied this position from 1884 to 1890, when he resigned, owing to disagreements which our rulers will remember. Since the conclusion of the Chinese-Japanese war several overtures have been made to Captain Lang to induce him to again undertake the work of reorganizing the Chinese Navy.

The London and China Express says—It was very naturally supposed during the Chinopeople war that the inaction of the Chinese fleet was due to orders from Peking prohibiting Ting to go far from the coast of China. We are assured by one who has seen the correspondence taken by the Japanese at the capture of Weihsien that such was not the case. The Chinese fleet it must be remembered was in the

main starved for coal, so that when the Whites completely cut off their supplies and won by eight goals to none. The game on Friday, which was won by St. Polan's team, was for the prize, the game on Saturday being a "friendly" contest.

A newspaper says—Captain W. M. Lang, commanding the Davenport Fleet, recently came to London on 30th August, and with Li Hung-chang, to the personal of the Chinese Government, he should resign. Commander-in-Chief of the Chinese Navy. Captain Lang occupied this position from 1884 to 1890, when he resigned, owing to disagreements which our rulers will remember. Since the conclusion of the Chinese-Japanese war several overtures have been made to Captain Lang to induce him to again undertake the work of reorganizing the Chinese Navy.

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NOTICE TO CONSIGNERS

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "TACOMA" FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI, AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Concourse's risk and expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, 31st August, 1896. [203]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"GLEN."

Captain Schubel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment by the undersigned and to take immediate delivery of their goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 1st September, 1896. [2015]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"KEEMUN"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 3 P.M.

No Fire Insurance has been effected.

DODWELL, CARLILL & CO., Agents.

Hongkong, 3rd September, 1896. [2031]

AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES

FROM SHANGHAI AND KOBE.

THE Steamship

"MEDUSA"

having arrived, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

No Fire Insurance has been effected.

SANDER & CO., Agents.

Hongkong, 3rd September, 1896. [205]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

"JAVA"

FROM ANTWERP, LONDON, AND SINGAPORE.

THE Company's Steamship

"TSINAN."

Captain Moon, will be despatched as above to TOMORROW, the 8th inst.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 31st August, 1896. [204]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE DIRECT.

THE Steamship

"TSINAN."

Captain Moon, will be despatched as above to TOMORROW, the 8th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd September, 1896. [2019]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG."

Captain Flaherty, will be despatched as above to TOMORROW, the 8th inst. at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th September, 1896. [2009]

"BEN" LINE OF STEAMERS

FOR LONDON

THE Steamship

"BENARIG."

Captain Wallace, will be despatched as above on or about TO-MORROW, the 8th September.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th August, 1896. [1944]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"TSINGHAI."

Captain Galway, will be despatched as above to SINGAPORE, the 8th inst. at NOON, instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 2nd September, 1896. [2019]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"GLENSHIEL"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON of the 11th instant or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 11 A.M.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents.

Hongkong, 4th September, 1896. [2040]

"GLEN" LINE OF STEAM PACKETS

FROM MIDDLESEX, LONDON, AND STRATFORD.

THE Steamship

"GLENFRUIN"

Captain Darke, will be despatched as above from this BOMBAY, &c., on WEDNESDAY, the 10th September at NOON, taking Passengers and Cargo for the above Ports. This steamer connects BOMBAY, with the S.S. "SHANNON" leaving that port on the 3rd October.

Silk and Wool will all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be convoyed with BOMBAY.

Panels will be received at this Office until 4 P.M. the 10th before sailing. The Contents and value of all Packages will be noted.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 4th September, 1896. [2041]

NOTICE TO CONSIGNEES

STEAMSHIP "NATAL"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE

CONSIGNEES of Cargo from London, via S.S. "Orion" to various parts of S.E. Asia.

via SINGAPORE, S. CHINA, & HONGKONG.

LONDON VIA SUEZ CANAL.

LONDON VIA SUEZ CANAL.